

INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE
CROSSES.
HEADSTONES AND COLUMNS.
In Stock.
Prices moderate. Work promptly done.
Satisfaction Guaranteed.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRITS.

We invite attention to the following brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves thus enabling us to supply the best goods at moderate prices.

On ordering it is only necessary to state the name and quantity of Wines or Spirits wanted, and initial letter for ready delivery.

PORTS. (For Invoice and General use).

Per Case. For Bot.
A. Alto Donor, good quality, \$10 \$1.00
B. Vintano, superior quality, 12 1.10
C. Fino Old Vintano, 12 1.10
D. Superior Old Vintano, 12 1.10
E. Very Fine Old Vintano, 12 1.10
F. Capote (Old Bottled), 12 1.50

SPIRITS.

A. Delicate Pale Dry Dinner Wine, Green Capote, 8 0.80
B. Superior Pale Dry Dinner Wine, Green Capote, 7.50 0.75
C. Maccanilla, Pale Natural Sherry, White Capote, 10 1.00
D. Superior Old Dry, Pale Natural Sherry, Red Capote, 10 1.00
E. Very Superior Old Dry, Pale Natural Sherry, Red Capote, 10 1.00
F. Extra Superior Old Dry, Pale Natural Sherry, Red Capote, 12 1.10

Dry, very fine Old Vintano, Black Seal Capote (Old Bottled), 12 1.25

Per Case. For Bot.

A. Superior Breakfast Claret, Red Capote, \$4 \$4.50
B. St. Raphael, Red Capote, 4.50 3.00
C. St. Raphael, Red Capote, 4.50 3.00
D. La Rose, Red Capote, 11 12.00

MADIRA, HOCK & CHAMPAGNE.

Full particulars of the various Brands in stock on application.

BRANDY.

A. Hennessey's Old Pale, Red Capote, \$13 \$1.20
B. Superior Very Old Cognac, Red Capote, 15 1.40
C. Very Old Cognac, Red Capote, 10 1.75
D. Hennessey's Very Old Cognac, Red Capote, 10 1.75
E. Very Old Cognac, Red Capote, 10 1.75
F. Very Old Cognac, Red Capote, 10 1.75

SCOTCH WHISKY.

A. Watson's Old Blend, White Capote, 8 0.75
B. Watson's Old Blend, White Capote, 8 0.75
C. Watson's Old Blend, White Capote, 8 0.75
D. Watson's Old Blend, White Capote, 8 0.75
E. Watson's Old Blend, White Capote, 8 0.75
F. Watson's Old Blend, White Capote, 8 0.75

IRISH WHISKY.

A. John Jameson's Old Blend, White Capote, 8 0.75
B. John Jameson's Old Blend, White Capote, 8 0.75
C. John Jameson's Old Blend, White Capote, 8 0.75
D. John Jameson's Old Blend, White Capote, 8 0.75
E. John Jameson's Old Blend, White Capote, 8 0.75
F. John Jameson's Old Blend, White Capote, 8 0.75

GIN.

A. Fine Old Tom, White Capote, 4.50 0.40
B. Fine Old Tom, White Capote, 4.50 0.40
C. Fine Old Tom, White Capote, 4.50 0.40
D. Fine Old Tom, White Capote, 4.50 0.40
E. Fine Old Tom, White Capote, 4.50 0.40
F. Fine Old Tom, White Capote, 4.50 0.40

LIQUEUR.

A. Fine Old Tom, White Capote, 4.50 0.40
B. Fine Old Tom, White Capote, 4.50 0.40
C. Fine Old Tom, White Capote, 4.50 0.40
D. Fine Old Tom, White Capote, 4.50 0.40
E. Fine Old Tom, White Capote, 4.50 0.40
F. Fine Old Tom, White Capote, 4.50 0.40

PRICES OF APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Roadwork, 4th February 1892.

Only communications relating to the new columns should be addressed to the Editor.

Communications are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have appeared in other papers shall be inserted.

Letters for the Editor should be sent by post by 11 a.m. on the day of publication.

After that hour the supply is limited.

Telephone Address: Press. Telephone No. 12.

The Daily Press.

HONGKONG, JUNE 17th, 1892.

In so vast an empire as that which owns the sway of the Emperor Kwang Su, with so many diversities of soil, climate, and temperature, it is only natural that there should be in most years a season of dearth or scarcity in one or more of the many provinces. Yet on the whole the soil is so fruitful, the labour so cheap and skilful, and the range of climate so great that scarcity in one province is almost invariably made up by abundance in another. Given proper facilities of transport throughout the Central Kingdom, and there would never be any fear of a famine in any part of the empire. The great famines which in past years have so often desolated whole provinces, causing the loss of millions of lives, would not have been attended with that direful mortality had it been possible to convey supplies of food to the starving people. During the last great famine in the Northern provinces the distress might have been efficiently grappled with, and the sufferers supplied with enough food to maintain existence had there been any quick means of transport than on the backs of coolies, or in some cases partly by slow boats up the rivers. The need for a better means of communication was strongly urged on the Imperial Government; it was plainly demonstrated that the lack of such communication between the coast and the far interior jeopardised in the future, as it had done in the past, the lives of millions; but all in vain. Railway may be necessary, and from a strategic point of view they have been so admitted, even by Chinese mandarins; but communication with the far north-west, and, in their opinion, with indefinitely. Meanwhile another famine in that remote province seems to be only too surely impending. The members of the

about 100 ft. from Singan. To the capital, writing about the end of April, given gloomy report of the prospects. When in 1888 the great floods caused such widespread distress in Shantung great numbers of the agriculturists were driven to seek fresh fields for their industry, and migrated to Shan-shi. Naturally in that province they could not pick their land; they had to be content with such acres as the natives would permit them to occupy, and these were of course neither the irrigated nor the most fertile lands. The emigrants were therefore wholly dependent upon their own industry and the rainfall, and when the latter failed them there was little margin between them and ruin and complete misery. Many families, these missionaries state, were in April gathering weeds and clover for their sustenance. The fields that ought then to have been waving with ripening grain were, in many cases, barren and scorched by the continuing drought. Even if the rain came later there would still be distress from the partial failure of many crops. The people were looking anxiously forward; those who had been uneasy lest those who had not, waiting desperate, should endeavour to despoil them. As usual in times of famine or scarcity, the robber bands receive great augmentation, and the task of maintaining the peace and security of the province is largely impeded. Things may turn out, perhaps, somewhat differently than the two English missionaries imagine, but there can be no doubt that much misery will be entailed by failure of the crops in Shensi. Should the distress prove great and widespread the Chinese Government will again be face to face with the old difficulty, how to convey grain to a province so remote from a maritime port. If the Peking Authorities really had the best interests of the people at heart they would long since have commenced the task of connecting Shensi and Kansuh with the shores of the Gulf of Pechili. That the Chinese are capable of great and sustained efforts when they choose is proved by the determined campaign conducted for the reconquest of Turkestan. The army of Tso Tsung-t'ang sowed and reaped its own supplies, advancing after each harvest, until in process of time the distant field of operations was reached and the last territory recovered. If the same resolution were shown in establishing railway communication to the western borders of Kansuh, the power of holding Turkestan would be largely strengthened, to say nothing of rendering western Chihli, Shensi, and Kansuh accessible from the coast instead of being, as at present, practically cut off from any source of supply in case of famine. That railway would also quickly prove remunerative, not on account of the passenger traffic—though that would be great—but as a means of transport for produce. In seasons of plenty there is no market for the surplus, and hence no incentive exists to raise more than will suffice for local wants. The construction of a great North-Western Railway in China would be a serious work, but not too formidable for the Chinese Government to undertake, and will no doubt some day be commenced. But how many families will desolate the country before this means of prevention is provided?

The P. & O. steamer *City of Rio de Janeiro*, with mail, left for London, via Suez, on the 14th inst.

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The British gunboat *Tweed* arrived here from Canton yesterday.

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SHIPPING IN P

KORE.

In Port on 8th June, 1992.
Arlington, German str., 809, Zinfle, April 17,
O. Hilles & Co
C. O. Helm, Amer. ship, 1803, J. Thompson,
J. M. B. Smith, Ltd.
Corilla, Austr. str., 1,818, Lemos, May 19,
L. Lucas & Co
Frigat, British ship, 1,510, Falkore, May 18,
John Currier, Amer. str., 1,848, Lawrence, May 5,
Dulacomp & Co
Massachusetts, British str., 1,138, Root, May 30,
Oliver, British str., 2,085, Eiche, May 17,
Samuel, Samuel & Co
Persian Prince, British str., 1,49, Janison,
Thornhill & Co
Thornton, Brit. str., 1,675, Ethering, May 11,
Dodwell, Cassill & Co

YOKOHAMA.

In Port on 3rd June, 1992
Alexander, British str., 1,312, Farrow, May 5,
James, James & Co
Arctic, British str., 48, Wilson, Nov. 17, Water
Ellisburgh, British str., 1,872, Dwyer, May 19,
Samuel, Samuel & Co
Gloria, British str., 1,481, 1,276, Duane, May 19,
Duane, Duane & Co
Gloucester, British str., 2,240, Jones, May 11,
Jardine, Matheson & Co
Lydia, German str., 1,150, Forest, May 23,
Forest, Forest & Co
Norma, British str., 32, Nicol, D. Christen,
North American, Amer. ship, 1,351, Christen,
May 31, Smith, Baker & Co
Sagami, British str., 1,235, Honory, May 27,
Messing's Messing
Strathleven, Brit. str., 1,558, McCormack, June 7,
P. Dowdall, Jacill & Co
Vigilant, Amer. ship, 1,723, Bailey, April 31,
Jardine, Matheson & Co

BANGKOK.

In Port on 8th June, 1992.
Aurora, British bark, 294, Wegner, Mar. 17,
Chon Pak, British bark, 574, Daniel, N. C.
Hoon Pak
Bakit Tings, Siam steamer, 107, S. Schick,
Christiansburg Agency
Capo, British bark, 1,000, Christiansburg Agency
Chow K. R. British str., 1,058, Stokham, June 1,
Winde & Co
Charon Vaisala, Siam gub., 558, Hook, Nov. 18,
Doordy, British bark, 353, August 5
Pars C. K. British str., 1,012, Morris,
June 31, Winder & Co
Queen of England, Siam bark, 461, Spencer,
Spencer, Spencer & Co
Shores, British str., 745, Cantler, June 1,
Kim Ohng
Seetool, New bark, 490, Nilsson, Oct. 11,
Winder & Co

BER BRITANNICUM MAIRBY'S SHIPS

IN THE CHINA SQUADRON.

Alderley, 4 guns, 1,400 h.p., Capt. Wm. Brown,
Capt. C. A. Allen at Hankow
Archib. cruiser, 5 guns, 3,500 h.p., Com. R.
W. S. Rogers, at Shanghai
Caroline, cruiser, 14 guns, 1,440 h.p., Capt. Wm.
Brown, at Hongkong
Egria, surveying ship, Comd. A. M. Field, at
Sanfank
Rik, double-tower gunboat, 8 guns, 310 h.p.,
Lieut.-Com. A. R. Auman, at Shanghai
Fire, double-tower gunboat, 4 guns, 310 h.p.,
Lieut.-Com. G. Tarn II, at Howtow
Hyacinth, cruiser, 3 guns, 1,190 h.p., Capt. F.
W. Craigie, at Singapore
Imperial, cruiser, 10 guns, 10,900 h.p.,
Capt. Edmund S. Pox, at Japan
Leander, cruiser, 10 guns, 5,600 h.p.,
Capt. at Hongkong
Linn, cruiser, 5 guns, 1,097 h.p., Lieut.-Com.
G. A. Ballal, arrived at Yangtze
Maconry, cruiser, 13 guns, 7,981 h.p., Capt.
Chas. J. Balfour, at Hongkong
Palmer, cruiser, 10 guns, 5,600 h.p., Capt. Angus
Ball, at Hongkong
Peacock, gunboat, 6 guns, 1,191 h.p., Lieut.-Com.
Freeman, at Shanghai
Pengwin, ship, Commander W. T. Moore, at
Plymouth
Plover, cruiser, 6 guns, 1,211 h.p., Lieut.-Com.
Hewett, at Chinkiang
Flower, cruiser, 4 guns, 1,211 h.p., Lieut.-Com.
L. K. Bell, at Hongkong
Plover, double-tower gunboat, 6 guns, 350 h.p.,
Com. C. L. Barr, at Hongkong
Rattler, composite str., 6 guns, 1,500 h.p., Lieut.
Com. C. L. Barr, at Hongkong
Radely, cruiser, 6 guns, 1,191 h.p., Lieut.-Com.
Freeman, at Shanghai
Solera, cruiser, 12 guns, 4,700 h.p., Capt. R.
F. H. Henderson, at Hongkong
Swift, double-screw - - -, 3 guns, 1,010 h.p.,
Com. Ranges-Lawrence, at Shanghai
Tyward, double-screw gunboat, 3 guns, 340 h.p.,
Com. Ranges-Lawrence, at Hongkong
Victor, double-screw gunboat, 3 guns, 340 h.p.,
Com. Ranges-Lawrence, at Hongkong
Wilton, ram-torpedo, 4, 1,450, in reserve, at
Hongkong

FOREIGN MEN-OF-WAR ON THE

CHINA AND JAPAN STATION.

Admiral, British str., 1,400 h.p., Capt. Alderton,
at Vladivostok
Alert, Amer. corv., 8 guns, Capt. R. D. Elliott,
at Kobe
Alexandrine, German cruiser, Capt. Schneider,
at Nagasaki
Allinson, Amer. corv., Comd. Felix MacFarlay,
at Nagasaki
Aspie, French cruiser, 4 guns, Capt. Journeux,
at Yokohama
Baum, Portuguese str., 400 h.p., Lieut.-Com.
Moreira da Silva, at Macao
Bobbe, Russian cruiser, 13 guns, 1,100 h.p.,
Capt. at Hongkong
Bonaparte, French gunboat, Lieut. Mariel, at
Haiphong
Cartoon, Italian cruiser, 4 guns, 1,103 h.p.,
Capt. at Hongkong
D. Arden, British str., 1,400 h.p., Capt. Desr,
at Yokohama
Dia, Portuguese str., 4 guns, 700 h.p., Capt. Allen,
at Yokoama
Dmitri, Russian str., 1,400 h.p., Capt. Chapman,
at Nagasaki
Hils, German gunboat, 4 guns, 4310 h.p., Capt.
Huller, at Nagasaki
Indra, British gunboat, Capt. Jouhnston, at
Nagasaki
Kometka, Russian gunboat, Capt. Filloff, at
Shanghai
Krasnoy, American corvette, 5 guns, 1,525 h.p.,
Capt. Muller, at Vladivostok
Lexington, American frigate, Capt. H. C. Seely,
at Kobe
Lepetit, German cruiser, Captain Volger, at
Lyon
Lion, French str., Capt. Papit, at Nagasaki
Lion, French str., Com. Nauay, at
Manzan, Russian cruiser, 7 guns, Com. J. R.
Marin, at Kobe
Maurice, Amer. corvette, 6 guns, Capt. Joseph,
at Nagasaki
Monroe, Amer. corv., 6 guns, 1,740 h.p., Com.
at Nagasaki
Neynfeldt, Russian cruiser, 6 guns, 553 h.p.,
Capt. Zariss, at Vladivostok
Palco, Amer. gunboat, 6 guns, 590 h.p., Lieut.-
Com. J. G. Klein, at Shanghai
Paradise, Russian cruiser, 6 guns, Capt. S. Baer,
at Nagasaki
Paravel, French cruiser, Capt. Foucart, at
Japan
Pava, Amer. gunb., Lieut.-Com. M. R. S.
McKenzie, at Wain
Plain, French str., Capt. Lunel, at Hongkong
Reins Orleans, Spanish frigate, Don Calos
Rodriguez, at Yokohama
San Quintin, Spanish gunboat, at Japan
Siratobko, Russian cruiser, 13 guns, Capt. A.
Fleetin, at Shanghai
Sophie, German cruiser, Captain Herber, at
Nanking
Suzara, Amer. corvette, Com. P. H. Cooper,
at Yokohama
Trompsche, Spanish frigate, Capt. Bord de
Lassalle, at Nagasaki
Velasco, Spanish cruiser, 4 guns, Capt. Jose
Foranente, at Shanghai
Villar, French cruiser, 16 guns, 550 h.p., Capt.
Donato, at Yokohama
Viper, French gunboat, 4 guns, 435 h.p., Capt.
Costello, at Shichang
Vladiv, Russian cruiser, Capt. Zirtin, at Hong-
kong
Yontok, Russ. str. 4 guns, Com. Molcharek,
at Vladivostok
Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-
Com. at Hongkong
Yakovl, Russian str. 745, Obmanovsk, at
Hongkong
Zabuka, Russian cruiser, Capt. de Litron, at
Nagasaki

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